

## **Appendix D**    Glossary of Technical Terms

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Accident Rate	number of accidents per million vehicle miles traveled.
Alluvial Fan	the soil deposits of a stream where it exits from a gorge upon a plain, or the deposits of a tributary stream at its junction with the main stream.
Alluvium	clay, sand, silt, gravel, or similar detrital material deposited by running water.
Best Management Practices	any program, technology, process, operating method, measure, or device that controls, prevents, removes, or reduces pollution.
Block Group	a standard geographical unit of measurement defined by the U.S. Census Bureau.
Erosion	The wearing away of land surface by running water, wind, ice, or other geological agents.
Expansive Soils	soil deposits that have the capacity or a tendency to expand during weather or seismic events.
Federal Register	a Federal publication that provides official notice of Federal administrative hearings and issuance of proposed and final Federal administrative rules and regulations.
FREQ	Traffic simulation model developed by University of California at Berkeley.
Grade Separated	when two roads intersect at different grades (vertical elevations). Normally provided as part of an interchange, instead of an at grade intersection.
Holocene	the second epoch of the Quarternary Period characterized by man and modern animals.
Horizon	the geological deposit of a particular time, it is identified by distinctive fossils; or any of the reasonably distinct layers of soil or its underlying material in a vertical section of land.
HOV Lane	traffic lane for higher (usually equal or greater than two) number of persons per vehicle. Examples are buses, carpools, and vanpools.
Illuvial	accumulation of dissolved or suspended soil materials on one area of horizon as a result of eluviation from another.
Level of Service	a measurement of roadway operational performance.
Liquefaction	soil deposits that destabilize, acting like a liquid, during an earthquake event.
Median	a paved or planted strip dividing a freeway into lanes according to direction of travel.
Mixed Flow Lane	traffic lane for all types of vehicles.
Non-Attainment	a defined geographic area that does not meet one or more Federal ambient air quality standards for pollutants.
Notice of Intent	part of the NEPA process; a notice placed in the Federal Register to advise the public that an environmental impact statement will be prepared for a project.
Notice of Preparation	part of the CEQA process; a notice sent to responsible agencies to advise that an environmental impact report will be prepared for a project.

Photochemical Smog	produced when hydrocarbons and oxides of nitrogen combine in the presence of sunlight to form ozone.
Pleistocene	the first epoch of the Quarternary Period characterized by the first indications of social life in man.
Pliocene	the fifth epoch of the Tertiary Period characterized by the transition from hominids to early humans.
Quarternary Period	a geologic period, which includes both the Pleistocene and Holocene Periods, comprising the second portion of the Cenozoic era; characterized by the rise of man and modern animals.
Scouring	to clear, dig, or remove by or as if by a powerful current of water.
SOUND32	Caltrans computer model that is based upon one used by FHWA in order to predict future noise levels for the proposed project.
Staging	a period or step in a process, activity, or development project
Synchro	Intersection traffic model.
Tract	a standard geographical unit of measurement defined by the U.S. Census Bureau.
Watershed	a region or area bounded peripherally by a divide and draining ultimately to a particular watercourse or body of water.

## **Appendix E**   City of Santa Rosa Resolutions

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1. Resolution 24128, Passed September 14, 1999
2. Resolution 24219, Passed December 7, 1999
3. Resolution 24551, Passed September 12, 2000

## **RESOLUTION NO. 24128**

**RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA CONCURRING WITH THE SONOMA COUNTY TRANSPORTATION AUTHORITY'S RECOMMENDATION TO REQUEST THE CALIFORNIA DEPARTMENT OF TRANSPORTATION TO STUDY OPTION 2 WHICH FOCUSES ON MAINTAINING ACCESSIBILITY IN THE ENVIRONMENTAL DOCUMENT FOR WIDENING OF HIGHWAY 101 FROM FOUR LANES TO SIX LANES FROM HIGHWAY 12 TO STEELE LANE**

WHEREAS, the widening of Highway 101 from four lanes to six from Highway 12 to Steele Lane was funded in the 1998 State Transportation Improvement Program (STIP) for \$49 million; and

WHEREAS, the California Department of Transportation (Caltrans) has begun preliminary design of the Highway 101 widening project, and as part of that process, Caltrans has developed two options for study during the environmental process; and

WHEREAS, Option 1 focuses on maximizing the flow on Highway 101 (on/off access points would be eliminated and modified to address merging conflicts and existing congestion) and improvements would include widening from four lanes to six lanes in the median, elevated structures which separate Highway 101 and Highway 12 traffic, auxiliary lanes and College Avenue improvements; and

WHEREAS, Option 2 focuses on maintaining accessibility (existing access points are maintained) and improvements would include widening from four lanes to six lanes in the median, auxiliary lanes and College Avenue improvements; and

WHEREAS, Option 2 includes a Sub-Option - Burbank School right of way north of Highway 12; and

WHEREAS, the Sonoma County Transportation Authority has requested that Caltrans study Option 2 in the environmental document for widening of Highway 101 from four lanes to six lanes from Highway 12 to Steele Lane.

NOW, THEREFORE, BE IT RESOLVED that the Council concurs with the Sonoma County Transportation Authority's recommendation to request the California Department of Transportation to study Option 2, which focuses on maintaining accessibility, in the environmental document for widening of Highway 101 from four lanes to six lanes from Highway 12 to Steele Lane.

IN COUNCIL DULY PASSED this 14<sup>th</sup> day of September, 1999.

RESOLUTION NO. 24551

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA CONFIRMING MITIGATION MEASURES IDENTIFIED IN RESOLUTION NO. 24219 AND ADDING THE 6TH STREET UNDERCROSSING TO BE CONSIDERED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION IN THE ENVIRONMENTAL DOCUMENT FOR THE HIGHWAY 101 WIDENING PREFERRED ALTERNATIVE FROM HIGHWAY 12 TO STEELE LANE.

WHEREAS, the California Department of Transportation (Caltrans) is conducting preliminary design and environmental review of a project to widen Highway 101 between Highway 12 and Steele Lane in Santa Rosa; and

WHEREAS, the proposed project will impact the residents and businesses of Santa Rosa; and

WHEREAS, the existing Highway 101 currently bisects Santa Rosa and acts as a pedestrian/bicycle barrier and widening the Highway will increase the effect of the barrier; and

WHEREAS, the impact of the widening project on pedestrian and bicycle circulation, and on the community in general, can be reduced by incorporating mitigation measures into the project; and

WHEREAS, the Council has, by Resolution No. 24219, requested that Caltrans consider mitigation measures for the impacts of widening Highway 101 between Highway 12 and Steele Lane; and

WHEREAS, the Council has reviewed the mitigation measures identified in Resolution No. 24219 and considered elements suggested by CityVision which they believe would help alleviate the impacts of the highway widening project.

NOW, THEREFORE, BE IT RESOLVED that the Council requests Caltrans to consider in the environmental document the mitigation measures identified in Resolution No. 24219 and include the 6th Street undercrossing for the Highway 101 widening Preferred Alternative from Highway 12 to Steele Lane.

IN COUNCIL DULY PASSED this 12th day of September, 2000.

AYES: (5) Mayor Condrón; Councilmembers Evans, Rabinowitsh, Runyan, Wright

NOES: (0)

ABSENT: (2) Councilmembers Martini and Vas Dupre

ABSTAIN: (0)

ATTEST:

Audrey Hooper  
Assistant City Clerk

APPROVED:

Janet Condrón  
Mayor

APPROVED AS TO FORM

QAC

City Attorney

**RESOLUTION NO. 24219**

**RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA IDENTIFYING MITIGATION MEASURES TO BE CONSIDERED BY THE STATE OF CALIFORNIA IN THE ENVIRONMENTAL REVIEW FOR THE WIDENING OF HIGHWAY 101 BETWEEN HIGHWAY 12 AND STEELE LANE**

WHEREAS, the California Department of Transportation (Caltrans) is conducting preliminary design and environmental review of a project to widen Highway 101 between Highway 12 and Steele Lane in Santa Rosa; and

WHEREAS, the proposed project will impact the residents and businesses of Santa Rosa; and

WHEREAS, the existing Highway 101 currently bisects Santa Rosa and acts as a pedestrian/bicycle barrier; and

WHEREAS, widening Highway 101 will increase the effect of the pedestrian/bicycle barrier; and

WHEREAS, the impact of the widening project on pedestrian and bicycle circulation, and on the community in general, can be reduced by incorporating mitigation measures into the project; and

WHEREAS, Caltrans has developed two options for improvement of Highway 101, and the Council has, by Resolution No. 24128, supported Option 2 which maintains current access points to the freeway.

NOW, THEREFORE, BE IT RESOLVED that the Council requests Caltrans to consider the following mitigation measures for the impacts of widening Highway 101 between Highway 12 and Steele Lane in accordance with Option 2:

- Provide a more attractive and comfortable environment for pedestrians and bicyclists by maximizing landscaping along creeks, local streets, and the highway; incorporating architectural features in the design of structures such as bridges, walls, and abutments; including aesthetic features along creeks; and providing lighting features along creeks and under the freeway.
- Construct a clear span bridge rather than pier walls over Santa Rosa Creek in order to provide pedestrians and bicyclists with more visibility and a safer, more comfortable linkage under the freeway in conjunction with the City's Prince Memorial Greenway project.
- As a replacement for the existing pedestrian overcrossing which provides access to Burbank School, construct a path along the south side of Santa Rosa Creek to be compatible with the Prince Memorial Greenway project.
- Resolve the sight distance restriction approaching the intersection of 6<sup>th</sup> Street and Davis Street/Highway 101 off ramp.
- Construct pedestrian/bicycle improvements on 3<sup>rd</sup> and 5<sup>th</sup> Streets to be compatible with the Federally funded Downtown Pedestrian Linkage Project along 4<sup>th</sup> Street.
- Promote uses of the Caltrans owned and operated property under Highway 101 which would make it more attractive for pedestrians and bicyclists.

- At the College Avenue interchange, construct a clear span bridge or reinforce the pier walls and create openings in the walls, rather than separate the sidewalks from the street by solid walls as is currently proposed.
- Provide bicycle lanes along College Avenue.
- Provide for a pedestrian/bicycle overcrossing connecting Santa Rosa Junior College (SRJC) with proposed parking facilities on the west side of Highway 101 to alleviate congestion resulting from SRJC traffic at the College Avenue interchange.
- Should ramp metering be included in the project, mitigate the impact on local streets.
- Mitigate construction impacts (such as noise, dust, and congestion) on businesses and residents.

BE IT FURTHER RESOLVED that the City of Santa Rosa should meet no less frequently than monthly with Caltrans during the environmental review and design process to maintain community involvement in the design of the project and to develop the mitigation measures to be included in the Highway 101 project.

IN COUNCIL DULY PASSED, this 7th day of December, 1999.

AYES: (7) Mayor Condrón; Councilmembers Martini, Vas Dupre, Evans,  
Rabinowitch, Runyan, Wright

NOES: (0)

ABSENT: (0)

ABSTAIN: (0)

APPROVED:

Janet Condrón  
Mayor

ATTEST:

Audrey M. Heger  
Assistant City Clerk

APPROVED AS TO FORM

RAE

City Attorney

(SEE SANITY101.MIT.P06)

# **Appendix F   Relocation Assistance Program and Benefits**

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## **RELOCATION ASSISTANCE ADVISORY SERVICES**

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use. Caltrans will assist displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (For business, farm and non profit organization relocation services, see below).

Residential replacement dwellings will be in equal or better neighborhoods at rents or prices within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all person regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning Federal and State assisted housing programs, and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe and sanitary” replacement residence, available on the market, is offered to them by Caltrans.

## **RESIDENTIAL RELOCATION PAYMENTS PROGRAM**

The Relocation Payment Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of the replacement dwellings and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Program can be summarized as follows:

### **Moving Costs**

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in



moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule.

### **Purchase Supplement**

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be used (See the explanation of the Last Resort Housing Program below).

### **Rental Supplement**

Tenants who have occupied the property to be acquired by Caltrans for 90-179 days prior to the date of the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the **Down Payment** section below. The maximum amount payable to any tenant of 90 days or more and any own-occupant of 90-179 days, in addition to moving expenses, is \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the Last Resort Housing Program will be used.

In addition to the occupancy requirements, in order to receive any relocation benefits the displaced person must buy or rent and occupy a “decent, safe, and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

### **Down Payment**

The down payment option has been designed to aid owner occupants of 90-179 days and tenants with no less than 90 days of continuous occupancy prior to Caltrans first written offer. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

### **Last Resort Housing**

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the \$5,250 and \$22,500 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances. In certain exceptional situations, Last Resort Housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, Caltrans will within a reasonable length of time, personally contact the displacee to gather important information, including the

- preferences in area of relocation;
- Number of people to be displaced and the distribution of adults and children according to age and sex
- Location of school and employment;
- Specific arrangements needed to accommodate any family member(s) special needs;
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.

### **NONRESIDENTIAL RELOCATION ASSISTANCE PROGRAM**

The Nonresidential Relocation assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are searching and moving expenses, and possibly reestablishment expenses or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payments types can be summarized as follows:

#### **Moving Expenses**

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$1,000 for reasonable expenses actually incurred.

### **Reestablishment Expenses**

Reestablishment expenses related to the operation of the business at the new location, up to \$10,000 for reasonable expenses actually incurred.

### **Fixed In Lieu Payment**

A fixed payment in lieu of moving and searching payments, and reestablishment payment may be available to businesses which meet certain eligibility requirements. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$20,000.

## **ADDITIONAL INFORMATION**

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or resources for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, local "Section 8" Housing Programs, or other Federal assistance programs.

Any person, business, farm or nonprofit organization which has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans Right of Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

## **Appendix G** Listings in Transportation Plans

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1. Applicable project listing in the Metropolitan Transportation Commission's 2001 Regional Transportation Plan for the San Francisco Bay Area, page 176. See RTP Reference Number 94165.
2. Applicable project listings in the Metropolitan Transportation Commission's 2003 Transportation Improvement Program (TIP), TIP ID SON990001 and SON010001.

## SONOMA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS  In millions of 2001 dollars	NOTES
<b>SONOMA COUNTY-WIDE</b>			
94694	Local streets and roads pavement maintenance (committed revenues shown)	\$268.0	Shortfall remains (see Track 1)
21862	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. — committed revenues shown)	\$208.5	Shortfall remains
21870	Local bridge maintenance (committed revenues shown)	\$26.1	Shortfall remains
94695	Sonoma County, Santa Rosa, Petaluma, Healdsburg, and Cloverdale Transit — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets)	\$349.2	Federal, state and local (including transit fares) available directly to operator
98572	Golden Gate Transit (Sonoma County share) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	\$979.7	Federal, state and local (including transit fares) available directly to operators; capital shortfall remains (see Track 1)
98213	Bicycle and pedestrian projects	\$15.7	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, and local TEA-21 Enhancement funds
<b>GOLDEN GATE</b>			
21338	US 101 southbound auxiliary lane between Route 116 to East Washington	\$7.0	
21346	US 101/Route 116 separation: improve Route 116 onramp to southbound US 101	\$9.9	Funded by State Highway Operations and Protection Program (SHOPP)
21423	Widen Commerce Boulevard from 2 lanes to 3 lanes from US 101/Wilfred Avenue interchange to Redwood Drive Golf Course in Rohnert Park	\$1.0	
21436	Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco	\$2.1	2000 Traffic Congestion Relief Program project
21898	US 101/Route 116 east separation: replace bridge over separation and improve onramp to US 101 (from Petaluma River bridge to north of US 101/Route 116 east separation and overhead)	\$7.1	Funded by State Highway Operations and Protection Program (SHOPP)
94165	US 101 northbound and southbound HOV lanes from Route 12 to Steele Lane in Santa Rosa; includes interchange modifications at Steele Lane and College Avenue	\$77.5	
94167	Sonoma-Marin Rail station site acquisitions/upgrades	\$5.0	Funding is from federal earmarks for multi-modal stations.
94685	Route 12/Farmers Lane partial interchange improvements	\$3.3	
94689	US 101/Arata Lane interchange improvements in Windsor (Phase 2)	\$2.5	Funding is from federal earmark
96016	Reconstruct and upgrade Stony Point Road from Pepper Road to Petaluma city line	\$1.4	
<b>NORTH BAY EAST-WEST</b>			
21899	Rehabilitate Route 12, widen shoulders and replace bridge near Kenwood between Sonoma Creek to Boyes Boulevard	\$10.5	Funded by State Highway Operation and Protection Program (SHOPP)
21998	Rehabilitate and widen Route 126 between Elphick Road to Redwood Drive in Sebastopol and Cotati	\$17.0	Funded by State Highway Operation and Protection Program (SHOPP)
94691	Route 121 traffic signal system and channelization at Eighth Street	\$0.4	

This web page updated on 5/ 8/2003 All funding is in \$1,000's										
SON990001			As of TIP Amendment:				03-00		<a href="#">Top of Page</a>	
SPONSOR:	Caltrans	PROJECT NAME:	Son 101 HOV - Route 12 to Steele Lane							
PROJECT TYPE:	Highway - HOV		MTC LIAISON / COORDINATOR:		A. Eliot					
DESCRIPTION:	Sonoma County; US 101 from Route 12 to Steele lane; Widen from 4-6 lanes for 2 HOV lanes & modify interchanges.									
COUNTY:	SON									
ROUTE:	101	From Postmile:	19.5	To Postmile:	21.6					
LEVEL OF REVIEW:	PR									
Fund Source	Phase	Prior	Fy02/03	Fy03/04	Fy04/05	Later	Subtotal	Obligation Deadline	UZA Cnty Share	
ITIP-98-F/St	CONST	0	0	12000	0	0	12000	6/30/2004		
RTIP-98-F/ST	CONST	0	0	36770	0	0	36770	6/30/2004	Sonoma	
RTIP-98-F/ST	ENV	1600	0	0	0	0	1600	6/30/1999	Sonoma	
RTIP-98-F/ST	PSE	4700	0	0	0	0	4700	6/30/1999	Sonoma	
RTIP-98-F/ST	ROW	0	1030	0	0	0	1030	6/30/2003	Sonoma	
RTIP-98-F/ST	ROW-CT	800	0	0	0	0	800	6/30/2001	Sonoma	
RTIP-98-F/St	CONST-CT	0	0	4700	0	0	4700	6/30/2004	Sonoma	
<b>Totals:</b>		7100	1030	53470	0	0	61600			

This web page updated on 5/ 8/2003 All funding is in \$1,000's										Top of Page
SON010001		As of TIP Amendment:				03-00				
SPONSOR:	Caltrans	PROJECT NAME:	Son 101 HOV - Steele Lane Interchange							
PROJECT TYPE:	Highway - HOV	MTC LIAISON / COORDINATOR:	A. Eliot							
DESCRIPTION:	Santa Rosa: Steele Lane/US 101 to .8 km north of Steele Lane; Reconstruct interchange and widen hwy from 4 to 6 lanes including HOV lanes.									
COUNTY:	SON									
ROUTE:	101	From Postmile:	21.7	To Postmile:	22.2					
LEVEL OF REVIEW:	PR									
Fund Source	Phase	Prior	Fy02/03	Fy03/04	Fy04/05	Later	Subtotal	Obligation Deadline	UZA Cnty Share	
RTIP-00-F/St	CONST	0	0	7358	0	0	7358	6/30/2004	Sonoma	
RTIP-98-F/ST	ENV	595	0	0	0	0	595	6/30/2001	Sonoma	
RTIP-98-F/ST	PSE	0	0	0	0	0	0	6/30/2002	Sonoma	
-->Carryover	...	0	1768	0	0	0	1768	6/30/2002	Sonoma	
RTIP-98-F/ST	ROW	0	55	0	0	0	55	6/30/2003	Sonoma	
RTIP-98-F/ST	ROW-CT	0	118	0	0	0	118	6/30/2003	Sonoma	
Totals:	...	595	1941	7358	0	0	9894			

## **Appendix H**   Calculation of Reasonable Allowance for Soundwalls

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1. Calculation of Reasonable Allowance – “Worksheet B”



[illegible]

SUBTRACT BOX 2 FROM BOX 1		Box 3
* If result is zero or less, STOP. Use the reasonable allowances per residence in column (a) above.		
* If result is greater than zero, the amount is TOTAL ALLOWANCE EXCESS (Eg):		3,722,000
continue with columns (c) through (g).		